Theme 1

Changing places/changing economies

Case Study: LIC: Global City and Mega City, Mumbai, INDIA

Background:

Mumbai is the **largest city** in India and the fourth largest city in the world (city population 13 million; metropolitan are population 20.5 million in 2012). It is the commercial capital of India and a global financial hub. It is located on a peninsula on the **western coast of Maharashtra**.

Average population density of 30,000 people per km^2

- Generates 33% of India's entire tax revenue

- 40% of all international flights land there

RURAL TO URBAN MIGRATION.

Push Factors:

-Commercialisation of farmland - subsistence famers are forced off land to make way for large scale farming; this is type of farming is encourage by many governments.
- Natural disasters such as drought and flooding
- High levels of rural poverty
- Lack of services in rural areas, such as health care
- Lack of government investment in rural infrastructure, such as sanitation.
- Over population and high birth rates in rural areas

Pull factors:
Cities are seen positively
- Cities often need (or it is thought that they need) labour to meet the demand for new roads, housing, industrial sites

Global investment into LICs largely goes to the major cities
- Communications have improved meaning that more people in rural areas have access to an image of what life is like in the city
- Services are perceived as being better in cities
- Lifestyle and standard of living is perceived as being better in cities

* It is important to realise that much of the rural to urban migration is due to a **perception** of what life is like in the city. This perception often turns out to be **inaccurate**. Thousands of people arrive in Mumbai everyday with no fixed work. There is a misconception that work is easy to find – this is rarely the case.

Why has Mumbai grown so rapidly? **Globalisation**

- **Central position** in Asia with easy access to the west and China has meant it has become a hub for TNCs

- A base for rapidly growing **Indian TNCs** – such as Tata Steel; these companies are now overtaking their European and American rivals

- Success largely based on **out-sourcing work** – companies pay other companies in Mumbai to undertake their work for them (such as manufacturing, IT system controls) as it is a cheaper option than performing it themselves.

India's film industry – '**Bollywood**' – is based there; which now makes more films than Hollywood and is becoming popular at a global scale

How is Mumbai is a city of contrasts (winners and losers)?

- Like all megacities **not all people have benefited** from the **growth**, **new wealth** and **new global connections**

- 60% of the population live in **poverty**

- Employment in the **informal sector** is rising – poorly paid and often unreliable

- Traffic causes high levels of **congestion** and **pollution**

- There is a severe **housing shortage**; this is largely due to the masses of migrants moving from rural India

- **Economic growth** is now **slowing down** in Mumbai and the quality of life is one of the lowest of all worl cities – it came 150th out of 216

Transport issues:

Large cities need Mass Transit systems so that commuters can get to work quickly and safely, Mumbai' rail system is one of the busiest in the world. At peak times the trains carry 3 times the number of passengers they were designed for. People hang from doorways and even ride on the train's roof. Overcrowding is dangerous. People die when they fall onto the tracks. At **least** 9 people are killed ever day on Mumbai's railway. Trains run every 3 minutes at peak times.

Housing issues:

What about Dharavi?

- Dharavi has over **1,000,000 inhabitants**; because it is impossible to count this figure could be much higher

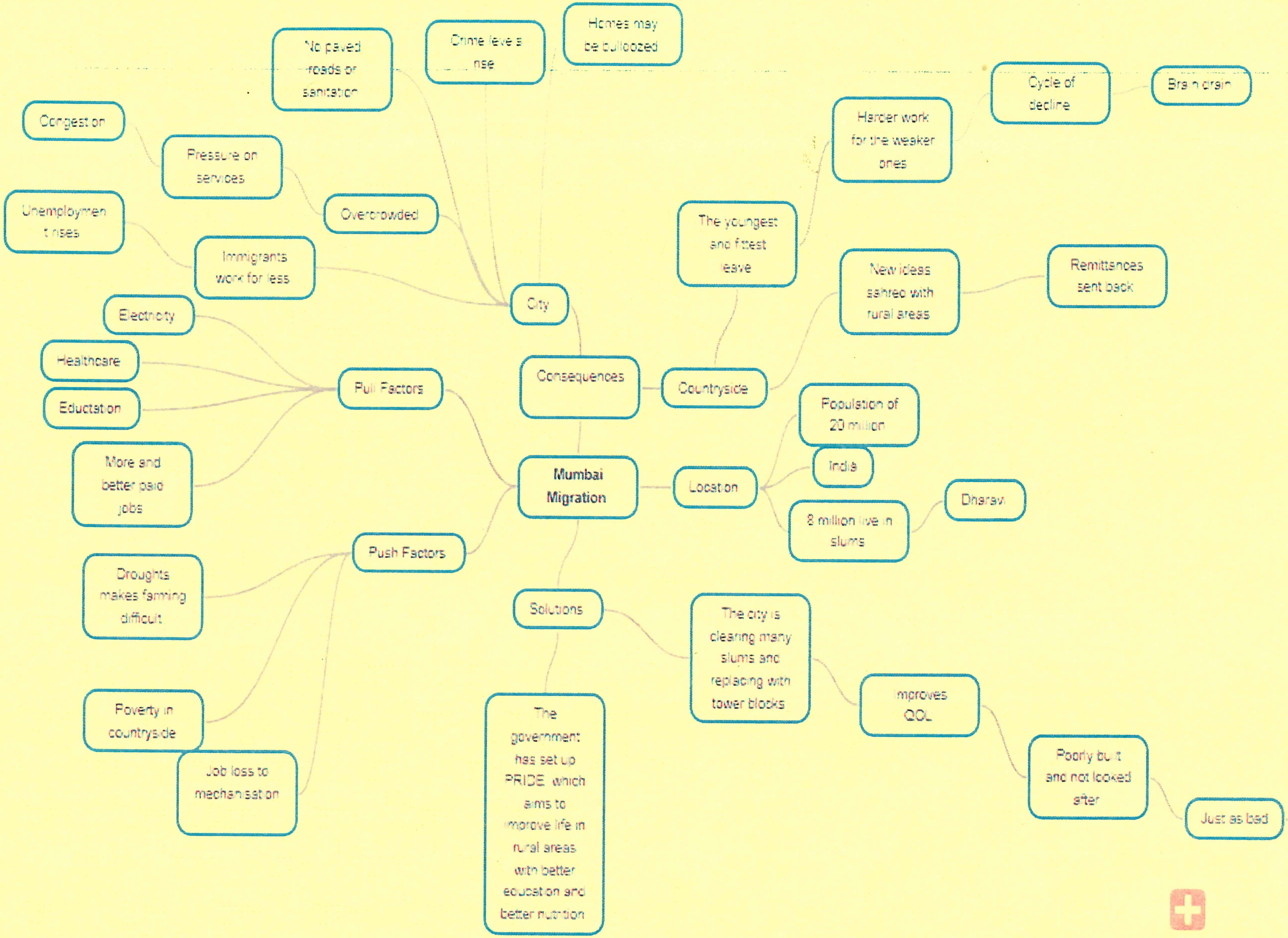
- Streets are narrow, houses are **poorly constructed**

- It is **overcrowded** and **sanitation** is often bad; this leads to high levels of **disease**

- There are often **water shortages** due to poor water infrastructure; water is often **not clean**, again leading to **diseases**

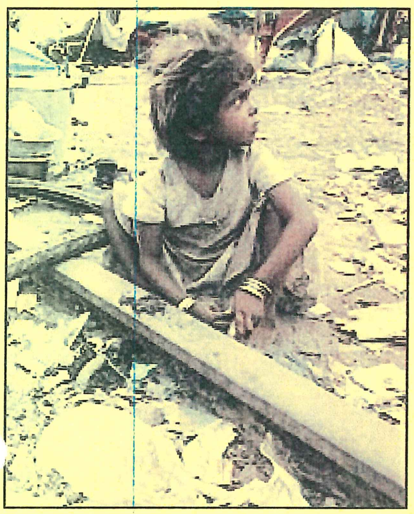
- There have been incidents of **fires** breaking out due to a lack of regulation on building materials

Chawls: Bhendi Bazaar


Mumbai Migration
Pull Factors
Electricity
Healthcare
Eductation
More and better paid jobs
Push Factors
Droughts makes farming difficult
Poverty in countryside
Job loss to mechanisation
Consequences
City
Immigrants work for less
Unemployment rises
Overcrowded
Pressure on services
Congestion
No paved roads or sanitation
Crime levels rise
Homes may be bulldozed
Countryside
The youngest and fittest leave
Harder work for the weaker ones
Cycle of decline
Brain drain
New ideas sahred with rural areas
Remittances sent back
Location
Population of 20 million
India
8 million live in slums
Dharavi
Solutions
The government has set up PRIDE which aims to improve life in rural areas with better education and better nutrition
The city is clearing many slums and replacing with tower blocks
Improves QOL
Poorly built and not looked after
Just as bad

Case Study: Shanty settlemt: Dharavi.
Location: Mumbai, India

Situated: Dharavi is a large area situated in central Mumbai between Mumbai's two main suburban railway lines, the Western and Central Railways. It is located to 7km to the north of the centre of the CBD. It is next to Mumbai's financial district.



It is home to more than a million people. Many are second-generation residents, whose parents moved in years ago.

Today's Dharavi bears no resemblance to the fishing village it once was. A city within a city, it is one unending stretch of narrow dirty lanes, open sewers and cramped huts.

In a city where house rents are among the highest in the world, Dharavi provides a cheap and affordable option to those who move to Mumbai to earn their living.

Rents here can be as low as 185 rupees ($4/£2.20) per month.

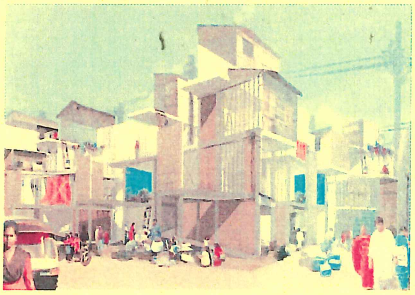
Even in the smallest of rooms, there is usually a cooking gas stove and continuous electricity. Many residents have a small colour television with a cable connection that ensures they can catch up with their favourite soaps. Some of them even have a video player.

Dharavi also has a large number of thriving small-scale industries that produce embroidered garments, export quality leather goods, pottery and plastic.

Most of these products are made in tiny manufacturing units spread across the slum and are sold in domestic as well as international markets.

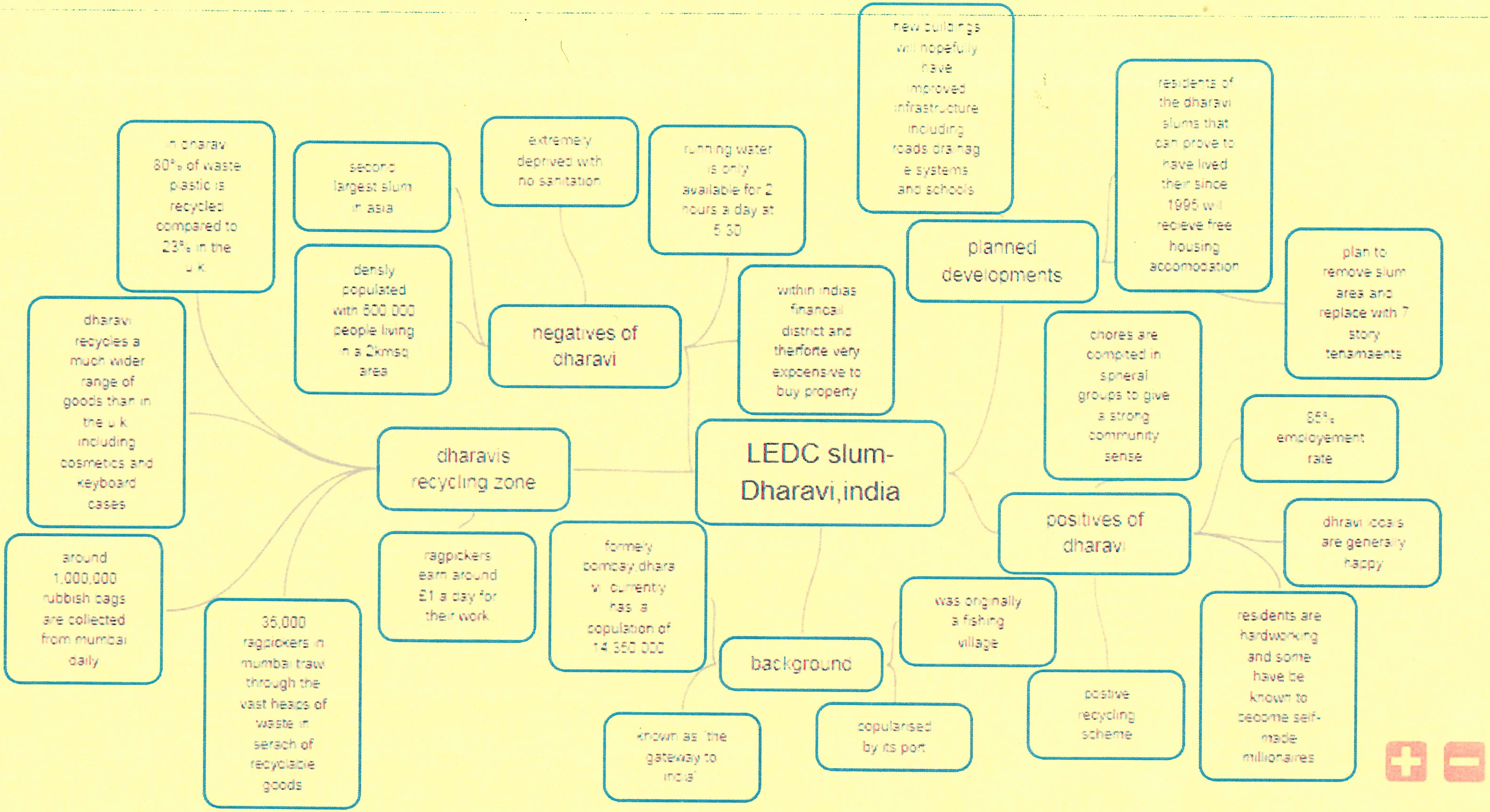
Self Help: Finance is a major problem for people working in the INFORMAL sector. They have low incomes and banks won't lend them money. MICRO-CREDIT schemes help informal workers take on small loans to improve their business and they pay the money back at a reasonable rate. This type of self- help doesn't need big decision makers. The VANDANA FOUNDATION is an NGO which supports these schemes.

Redevelopment:



The state government has plans to redevelop Dharavi and transform it into a modern township, complete with proper housing and shopping complexes, hospitals and schools.

It is estimated that the project will cost $2.1bn (£1.1bn).
Since 2007, large parts of Dharavi have been demolished and redeveloped. Property developers have been given the land by the City. In return they must provide affordable homes in high rise flats but they are also allowed to build offices and luxury apartments for the middle classes.



LEDC slum- Dharavi,india

negatives of dharavi

- second largest slum in asia
- densly populated with 600,000 people living in a 2kmsq area
- extremely deprived with no sanitation
- running water is only available for 2 hours a day at 5 30
- within indias financal district and therfore very expcensive to buy property

planned developments

- new buildings will hopefully have improved infrastructure including roads drainage systems and schools
- residents of the dharavi slums that can prove to have lived their since 1995 will recieve free housing accomodation
- plan to remove slum area and replace with 7 story tenamaents

positives of dharavi

- chores are compited in spheral groups to give a strong community sense
- 85% employement rate
- dhravi locals are generally happy
- residents are hardworking and some have be known to become self-made millionaires
- positive recycling scheme

background

- was originally a fishing village
- popularised by its port
- known as 'the gateway to india'
- formerly bombay,dharavi currently has a population of 14 350 000

dharavis recycling zone

- in dharavi 80% of waste plastic is recycled compared to 23% in the u.k.
- dharavi recycles a much wider range of goods than in the u.k including cosmetics and keyboard cases
- around 1,000,000 rubbish bags are collected from mumbai daily
- 35,000 ragpickers in mumbai traw through the vast heaps of waste in serach of recyclable goods
- ragpickers earn around £1 a day for their work

Public transport in Sydney https://en.m.wikipedia.org/wiki/Public_transport_in_Sydney

Public transport in Sydney is provided by an extensive network of operating modes including commuter rail, light rail, buses and ferries. According to the 2006 census, in terms of travel to work or study Sydney has the highest rate of public transport usage among the Australian capital cities of 26.3% with more than 80% of weekday trips to/from Central Sydney being made by public transport.

Sydney's early urban sprawl can be traced in part to the development of its passenger rail network. The first rail services began in 1855, 67 years after the settlement's foundation and a tram network which began in 1861, becoming the Southern Hemisphere's largest by the 1920s. This rail infrastructure allowed working-class suburbs to develop at a large distance from the city centre. Rapid transit is a forthcoming transport service in Sydney, with an estimated completion date around 2019–2020.

In April 2010 the NSW Government introduced MyZone, a standardised fare structure, to simplify the previously complex fares. Government-run bus, train and ferry operators share an inter-operator Automated Fare Collection System, based on magnetic stripe technology.

The Opal smartcard has been introduced, with the rollout started in December 2012 and completed in December 2014.

As of January 2009, Sydney public transport prices were slightly higher than in other mainland cities.

BUSES

Commuter bus services account for about half of the public transport journeys taken in the city on weekdays. Of the 921,000 weekday bus trips, 554,000 are provided by the State Transit Authority of New South Wales, a government authority, the remainder by a number of private-sector operators.

RAIL

Passenger rail services within Sydney are provided by Sydney Trains. Sydney's suburban commuter rail service consists of a complex system of integrated railway lines, of which most run through the city underground. All city trains consist of eight double deck carriages with two crew members on board - driver and guard. Fares are calculated on the basis of distance travelled. Trains run from 4am until around 1am seven days a week with Nightride bus services covering the network throughout the night when trains are not operating.

In October 2012, a report published by PwC found the rail system performed poorly compared to many metro services from 27 other major world cities. Sydney was ranked as the fourth-worst public train system, beating only Los Angeles, São Paulo and Johannesburg for operation efficiency and coverage, while being proven to have the most expensive tickets of any major city public transport system.

Since 2014, Sydney has dropped to 2nd most expensive, behind London. This is the result of the rollout of the Opal Card for all Sydney's public transport, which although has only seen fares increase multiple times for single journeys, does offer free journeys at the end of the week for regular users and daily cap limits. Since the 2014 report, there was an announcement of approval for the Sydney Metro project, which will involve an entirely new rapid transit line servicing Sydney's eastern suburbs. The underground system, comparable to the New York Subway or the Paris Metro in terms of functionality, will significantly reduce congestion and provide speedier service to commuters.

TRAMS AND LIGHT RAIL

Sydney once had the Southern Hemisphere's largest tram network. Patronage peaked in 1945 at 405 million passenger journeys. The system was in place from 1861 until its winding down in the 1950s and eventual closure in 1961. It had a maximum street mileage of 291 km (181 miles) in 1923. A short heritage tramway operated by the Sydney Tramway Museum has linked Loftus railway station and the Royal National Park since the 1990s.

In 1997, trams returned to Sydney in the form of a short light rail line between Central and Pyrmont. The line was extended twice and is now 12.8 km long. A second line, passing through Sydney's CBD from Circular Quay to the south eastern suburbs is due to commence construction late 2014–early 2015 and be completed in 2019–2020.

FERRIES

Sydney Ferries runs numerous commuter and tourist ferries on Sydney Harbour and the Parramatta River. Harbour ferries are used in equal measure by commuter and leisure users; Parramatta River ferries are overwhelmingly used for leisure and tourist trips. Sydney Ferries operates nine routes, with approximately 14,000,000 passengers per year. Sydney Ferries operates from Circular Quay Ferry Terminal, a major transport hub in Sydney's central business district, with popular routes including services to the beachside suburb of Manly and to Taronga Zoo, a major tourist attraction. Sydney Ferries also operates sightseeing cruises for tourists.

Suburbanisation and Counterurbanisation

What is Suburbanisation?

Suburbanisation is the outward growth of towns and cities causing them to engulf surrounding villages and countryside. It has been possible because more and more people have cars or access to public transport like buses, trams and trains.

Why has it happened?

Certain factors have pushed and pulled people and businesses to move out of the inner city towards the outer edge of the city.

Families have moved out from the inner city because:

Push	Pull
Housing in the inner city was old and crowded with less garden space, no drives etc.	New, modern housing with modern facilities
In the inner city there is congestion on the busy roads, pollution in the air and visually from old, boarded-up factories.	More open space Better schools and services
Fears for family safety as crime rates are higher	Large, pleasant shopping centres have been built on the edge of cities
There may be few or restricted job opportunities as many old factories have shut down or moved to the suburbs	Safer neighbourhoods More job opportunities

Businesses have moved from the inner city to the edge because:

Push	Pull
Old, cramped factories in the inner city	Cheaper and more plentiful land for future expansion
Congestion on the roads and narrow streets makes life difficult for lorries	Brand new buildings with enough car parking, space for computers, new cabling and air-conditioning
High rents for land and services	Skilled workers
Shortages of skilled workers	Access to new roads, airports and rail networks

Developers of houses, factories and offices like an edge of city location because:

Push	Pull
Land in central areas is more expensive	Cheaper land for larger developments
You have to pay the costs of clearing sites and cleaning up chemical or toxic waste left behind by industry	Financial incentives are offered by suburban authorities

What are the effects of Suburbanisation?

1. Urban sprawl – The countryside is being built over, threatening animals and plants. The risk of flooding is increasing as land is concreted over. Farmland is destroyed. Villages are eaten up by towns and cities.
2. Congestion – Suburbanisation causes increased commuting as people live further from work and public transport is often too time consuming to use so people have to use cars. Roads are becoming increasingly congested, journeys are taking longer.
3. Air pollution - Increased car use is causing increases in certain types of pollution e.g. ozone and particulates from exhaust fumes. Increasing numbers of people are suffering from asthma which is attributed to this.

Case Study – Beardwood, Blackburn

Beardwood is a suburban estate in North-West Blackburn. People have moved to Beardwood as the houses are much more modern, with gardens and drives when compared with the terraced houses found in areas like Lower Audley. People have also been able to escape the higher crime rates and social problems associated with inner city areas like this. The schools in the area have better results than those in central Blackburn and the suburb is close to the open countryside of the Ribble Valley and Blackburn Golf Club. However the estates are not to everyones taste as they lack facilities like shops and pubs. Many people commute to work in the industrial estates in southern Blackburn such as the Walker Indusrial Park. The building of the M65 motorway and high levels of car ownership make such journeys possible. Many factories in Blackburn have moved to the Southern edge of town to make use of the motorway link. However levels of congestion on Blackburn's ring road and motorway are increasing. Blackburn is in danger of growing over the countryside of the Ribble Valley and cars are polluting the air more and more.

Attitudes towards Suburbanisation

1. People living in small, old houses in areas like Mill Hill may well be in favour of suburbanisation as they may hope to be able to move into a newer, more modern homes, close to the countryside, where crime is lower and there are better schools.
2. The City Council may well be in favour as people moving into modern suburban homes are likely to be quite well off and therefore pay higher rates of council tax. This means the council have more money to spend on improving local services like libraries, social care and improvements to run down areas.
3. People already living in suburban estates like Lammack may not like further suburbanisation. They may fear that the roads will get busier into Blackburn, the countryside may be lost as it gets built over and there will be a lot of noise during the construction. Also they may worry that local schools will be oversubscribed and it will be more difficult to send their children to the school of their choice.

Counter-urbanisation

What is counter-urbanisation?

Counter-urbanisation is the process where people migrate from major urban areas to more rural settlements (i.e. market towns and villages) because they don't like living in big cities.

Why has it happened?

The growth in the internet and communications technology has allowed this movement as well as the building of motorways and the growth in car ownership.

What is the evidence of Counter-urbanisation?

1. Increased use of a commuter railway station e.g. Whalley train station
2. An increase in house prices in the settlement

3. The construction of executive housing in the settlement
4. An increased number of farm buildings being converted into exclusive housing

Who are the main groups who have counter-urbanised?

1. Retired people who no longer need to travel to work every day
2. Long distance commuters who can afford the high commuting costs and are prepared for long journeys to work to gain the benefits of living in a rural area
3. People working for firms in rural areas
4. People working from home using ICT

What effects is counter-urbanisation having?

Benefits

1. Less skilled workers in the countryside may find it easier to find work as painters and decorators or work in a local petrol station rather than be forced into traditional rural jobs such as farm labouring which has long hours and low pay
2. Landowners and house sellers can sell at higher prices
3. Some rural services e.g. petrol stations, builders and pubs see an increase in demand and profits e.g. Whalley Golf Club
4. Newcomers often improve the environment by conserving historic buildings and renovating unused barns into houses

Problems

1. Increased cost of housing means local people cannot afford to buy homes in the area
2. Some services may be lost – newcomers are more likely to shop in a supermarket in town than use local shops.
3. If too many houses are built in villages then the character of the village can be destroyed and it becomes more like a town
4. Social tension – A farmer in a village may have different priorities from local people. Their idea of rural tranquillity may not tally with the farmers aim of making a living
5. Traffic congestion on rural roads e.g. the A666 near Whalley

Case Study – Whalley near Blackburn

Whalley is an attractive village in the Ribble Valley near Blackburn. Many people have left Blackburn and moved to Whalley because they disliked living in Blackburn. Many people find the suburbs rather soulless as they lack shops and amenities like pubs so people prefer to move to villages like Whalley.

Why is Whalley attractive?

1. The A666 provides a fast route into work in Blackburn
2. The Ribble Valley is an area of very attractive countryside
3. The village has some lovely features such an abbey, old residential property, small shops and pubs
4. Essential services like a doctors, shops and schools can be found there
5. The local schools have a very high standard e.g. Clitheroe Royal grammar School
6. The railway station can take you to Manchester in just 45 minutes
7. The M66 provides a road link for commuters to Manchester.

Attitudes towards counter-urbanisation

1. Owners of some local services like the pub landlord will be happy to see people move into the area as most people moving into the village will be well off and have plenty of money to spend in his business.
2. A farmer may not like the fact that people are moving into the village. He doesn't like the increase in the numbers of people using footpaths across his fields and gets annoyed that people see the countryside as a playground when he is busy trying to make a living from it.

3. Young local people will be annoyed at the rising house prices. They have lived in places like Whalley all their lives and then find they cannot afford a home there.

Case Study 1   Housing Types in Blackburn.

A case study of housing in an urban area: tenure, access, opportunities, constraints, patterns.

Reasons for the distribution of different residential areas:

MERCHANTS QUAY/ CLIPPERS QUAY- Redevelopment close to CBD
Young professionals - Some inner city areas have been redeveloped such as **Merchants Quay and Clippers Quay**– these attract young, single, professionals who want to live close to the CBD.
Tenure: rented from private landlords or brought through mixed lending schemes
Constraints: Small one/ two bedroom flats with high rents - excludes OAPs, working class and low income families and families with young children.
Opportunities: close to CBD for both jobs and entertainment

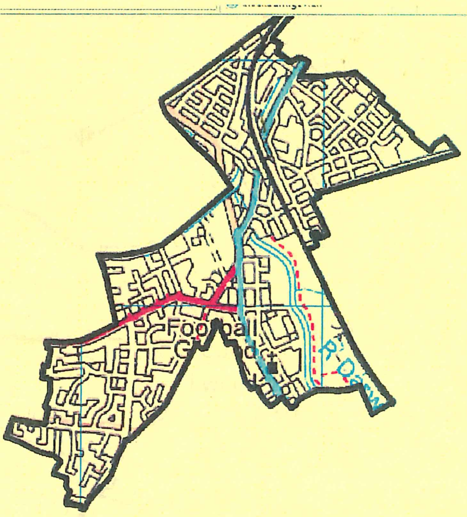
AUDLEY- Inner City/ Council Housing Estates. North East of the town centre
Large group of ethnic minorities and OAP's- Inner city area with some cheap terraced housing but large areas of council houses including High rise flats close to Queens Park.
Tenure: Owner occupied (45%), renting from private landlords (12%) and social landlords (40%)
Constraints:

- English not the first language
- Low income families (37% economically inactive)
- 46% of families have no access to a car.
- High rise flats/ Vandalism and crime

Opportunities: Close to town centre services (within walking distance) and nearby Queens Park Hospital.

EWOOD- Inner suburbs area south of the town centre.

White working class area, low number of ethnic minorities although increasing : Average age of the residents: 35 years - an area of terrace housing from the 19th Century when workers needed to live close to work, but areas of newer semi-detached houses.



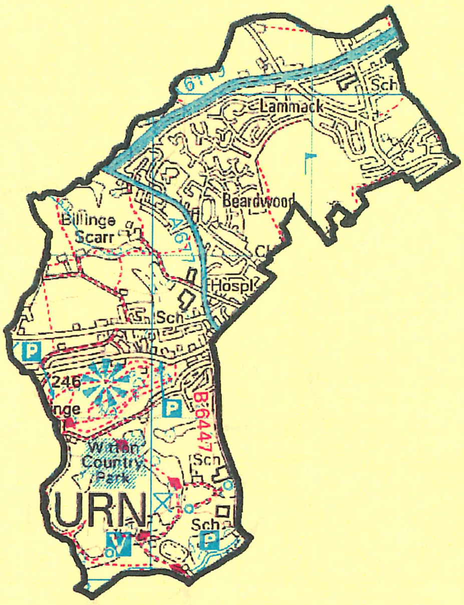
Tenure: Owner occupied (57%) but increasingly more houses are being rented from either private landlords (23%) or social housing associations including the council (18%)

Constraints: Close to football stadium and busy main road that gets heavily congested.

Opportunities: close to city centre and near city centre bus routes, Close to Blackburn Rovers FC
Easy access to the Motorway along A666.

MILL HILL- Inner Suburbs
Young families and first time buyers – Newer, smaller low cost affordable housing and semi-detached housing.
Tenure: some local authority housing, private landlord and mainly owner occupied (52%)
Constraints: Limited number of affordable houses available.
Opportunities: Pleasant environment with good transport links. Mill Hill railway station close by.

BEARDWOOD- Outer Suburbs. North West- edge of town
Middle class – older people and families - outer suburbs, mostly detached houses built after the 1960's. Next to the greenbelt, residents are looking for a quiet area with a low crime rate.
Tenure: owner occupied (90%).
Constraints: expensive for some socio-economic groups - working class, low income families.
Opportunities:
Nice safe environment to bring up children, close to Witton Country Park & Blackburn golf course.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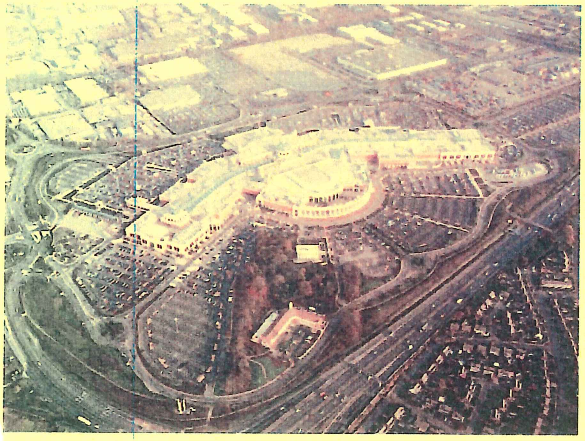
Case study 2 & 13 TRAFFORD CENTRE, STRETFORD, MANCHESTER

A case study of the distribution and variation of retail service provision and the ways in which such provision is changing within ONE large urban area.

A case study of one industry (selected from secondary or tertiary): reasons for changing locations and the social, economic impacts of this change. Study at a local / regional scale.



Since 1980 the most important change in retailing in Britain has been the rapid growth of out of town shopping centres. During this time it has been estimated that four fifths of all new shopping floor space has been on out of town sites

Why did they choose the site?

- Large area of undeveloped, flat land.
- Enough land for expansion in future.
- Next to M60 motorway that circles around Manchester.
- Easy access for customers and deliveries.
- Densely populated area – large customer base and workforce.

Impact on CBD: Shopping in Manchester has now changed. Many shops left the CBD and moved to the outskirts of the city to the large out-of-town shopping centre.

Why? CBDs became unattractive to shops because:

- Shop rents were expensive
- Less shoppers
- Being outside meant shoppers could get wet
- Limited range of shops and goods
- Rise of internet shopping

Advantages of The Trafford Centre?

- near to suburban housing (provides a labour force) at Stretford
- near a number of motorway intersections (nearby M60/M62) - great accessibility and access to large sphere of influence
- provides modern under-cover shopping (not restricted by weather and shoppers, shop in the comfort of an air-conditioned complex)
- Large catchment area. (Area and population from which the service attracts visitors or customers)
- Other facilities including a leisure centre, cinema, crèche and other attractions for children;
- Has access to a large variety of shops
- Large, free car parks (10,000 spaces!)
- Provides plenty of space for expansion
- rates and rents are lower than in the city centre (shops can be bigger) - i.e. cheaper land on edge of Manchester.

Impact on People:

Positive:

- Local people benefitted from improved services, e.g. shops, entertainment facilities.
- Part-time and shift work available.
- Shops benefitted from more customers.

Negative:

- Shopkeepers in the local areas of Stretford and Urmston saw a dramatic fall in sales.
- Commuters using the M60 – motorway much busier, leading to traffic jams.

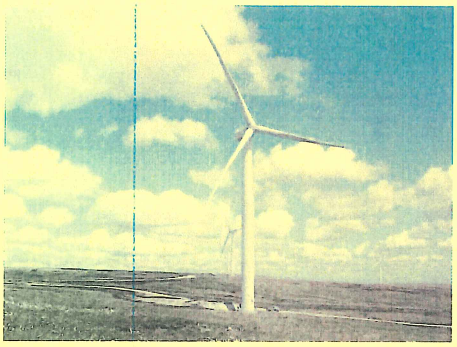
Impact on the Environment

- Increase in traffic - increase in noise and air pollution.

Case Study 5 & 16: SCOUT MOOR WIND FARM , ROCHDALE

A case study of one planning issue. Consider the plans, stakeholders and reasons for conflicts.

A case study to explore differing views surrounding the management of climate change at a local, national and international scale.



Scout Moor Wind Farm is the largest onshore wind farm in England. The wind farm produces **renewable energy** from 26 turbines. It provides enough electricity to power 40,000 homes.

Location: The site occupies 1,347 acres (545 ha) of open moorland (greenbelt land) between Edenfield, Rawtenstall and Rochdale.

The turbines are visible from as far away as south Manchester, 15–20 miles (24–32 km) away.

Planning Issue: Peel Energy(developer) is applying for planning permission to expand Scout Moor Wind Farm. They want to install more wind turbines within the existing wind farm area and in locations to the north and east of the existing turbines. There is sufficient land available to more than double the output of the wind farm.

Stakeholders – these are people or groups of people who are interested or affected by the plans
Environmentalists, bird watchers, Local councils: Rochadale/ Bury/ Lancashire, Natural England, farmers and local residents.

Advantages for stakeholders:

Local community: If the wind farm extension were to take place, a substantial community **fund** would be set up to **finance local projects and good causes. A co-operative ownership** scheme is also being considered that would offer members of the local community the opportunity to gain a stake and a return on investment in the wind farm.

Environmentalists: An expansion to the wind farm also offers opportunities to **improve areas of heavily degraded peat moor** as well as protecting and enhancing wildlife habitat areas and water quality sources on Scout Moor through new **funding schemes** similar to the existing Habitat Enhancement Plan fund.

Disadvantages for Stakeholders. Reason for conflict.

Farmer:
Interested: the wind farm is on his land
Conflict: was reduced originally as the farmer is paid a fee ever year to have the wind turbines on his land and his sheep can continue to graze the land nearby

Local residents:
Interested: wind turbines can affect their quality of lives
Conflict: TV signals are disrupted and the noise has reduced house prices in the area and would have a seriously detrimental visual impact

Bird watchers/ Environmentalists:
Interested: wind turbines can disturb wildlife
Conflict: It will adversely affect peat and water courses and wildlife, and, as well as causing a noise nuisance. Lost habitats (important habitats for skylarks) as the moorland is destroyed and the wind turbines can disturb insects and bats

Case Study: Urban Renewal in Ipswich

- Urban areas are **constantly** changing.
- There has been a move from large-scale demolition known as **redevelopment** to renovating existing buildings known as **renewal**.
- For local people, urban renewal is successful only if it provides them with what they need. Their needs include suitable **housing, amenities** and **jobs**.

During the 1970's and 1980's, it became unfashionable to live in the inner city. People didn't really want to live in areas of old inner city housing, especially in the docks and waterfront areas of the UK's ports like Salford Quays.

However, these once run down or derelict brownfield sites have been redeveloped or renewed with new homes and businesses. People are now moving back into the inner city- A process known as re-urbanisation.

Ipswich:

- ✓ Ipswich is one of the fastest growing towns in the UK.
- ✓ Ipswich Waterfront development is the biggest urban renewal project in the east of England.
- ✓ The site was formerly an industrial dock with warehouses and factories.
- ✓ Old warehouses have been refurbished and turned into shops, restaurants and flats.
- ✓ A range of new buildings have been constructed for homes, leisure use and education

Cranford Mill, a 23 storey block, will contain 300 flats, offices, shops and restaurants once completed.

- PLANS: Ipswich Borough Council worked in partnership with a number of developers- where residents would blend in with culture, businesses and a range of leisure.

- PROBLEMS: due to economic difficulties many apartments are still incomplete.

- STAKEHOLDERS: residents, university students, locals, shop owners, apartment owners,

HIC BedZED, Surrey (Sustainable living)

Background

A sustainable community has:

-some affordable housing for people on lower incomes

A brownfield site, rather than a greenfield site

- Jobs available locally
- Public transport available to everyone
- Schemes to reduce car ownership, such as increased parking costs
- Green technologies -to reduce heating costs/ carbon emissions
- Local facilities for people of all ages
- Some buildings for elderly/ disables people with wide doorways.

Success:

Bed-Zed was an early example of carbon neutral housing. Technology has come a long way since then and 'communities' are a major focus.

Beddington Zero Energy Development, Surrey

-1st and largest carbon-neutral eco-community in the UK

-Buildings have 300mm of insulation in the walls – most modern houses have 50mm). This conserves heat energy so well that the homes need to be kept that cool. The funnels direct fresh, cool air into the buildings.

- Large windows on the south side of the building collect heat energy from the sun – a technique known as passive solar gain.

-Slate and tile roofs shed water quickly into storm drains. This can lead to flash flooding. Roof gardens use up some rainwater and slow down the flow of run off into the storm drains.

CASE STUDY 14: **NOKIA.**

MNC: Reasons for locating at different stages of economic development and the local, regional or national economic and social effects of these decisions.

Nokia: Finland, Head office: Helsinki

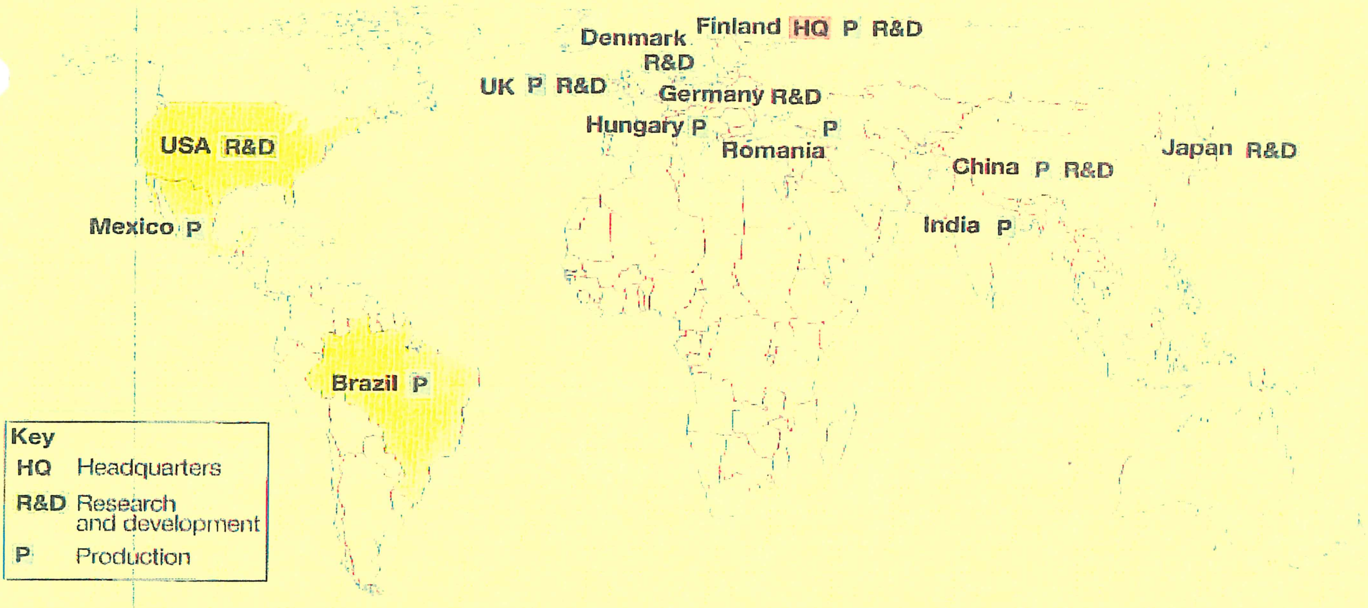
Offices and factories: All around the globe. Employs: 112,000

Nokia is one of the world's largest manufacturers of mobile phones.

It provides network and communication services to other businesses.

- Sales offices in 150 countries
- Factories in 10 countries in Europe, Southern Asia and South America
- Research and development: 10 countries in Western Europe, East Asia & USA.

Map showing the location of Nokia's operations



Reasons for the location of its operations

Locating business to minimise costs:

MNCs such as Nokia have branches in many countries because they want to reduce costs. With lower costs, their profits are higher. MNCs such as Nokia keep costs low by opening factories and offices in regions of the world that have:

Low labour costs
Cheap land or building costs
Low business rates (the tax paid by a company)

Locating business to be close to the customer:

Another reasons why Nokia is constantly expanding its range of factories and offices is to be close to its customers, who are spread right across the globe. Nokia's products have massive appeal. Growth in mobile phone ownership and subscription has been particularly strong in Newly Industrialising Countries (NICs). As consumers in LEDCs have become wealthier, Nokia has expanded its business into Asia, Africa and South America. It has, therefore, opened new sales offices in many NICs, located closer to these new customers.

Different jobs in different locations:

Nokia employ a wide range of staff. Some are highly qualified or skilled, such as business managers or R&D staff. Other staff, such as some assembly workers or sales stuff, do not require high-level qualifications or as much training. So, like many other MNCs, Nokia has chosen to locate the assembly of basic products in their range in NICs where wages are lower.

However, the more highly trained R&D staff tend to work in Europe. Here, Nokia develops new products, such as hand-held devices capable of filming video, playing games and surfing the web. These devices use the latest technology and therefore need more highly trained staff to develop and produce them. These high-tech products are also aimed at wealthier consumers, so it makes sense to make them in Europe.

What are the local, national and regional impacts of these decisions?

Local impacts	National impacts	Regional impacts
Pollution caused by the factories - lower standard of regulation	Development of mineral wealth	By manufacturing in Europe Nokia can avoid having to pay tariffs in the EU
Jobs for local people	New energy projects such as dams built	Improve the quality of life of people living in the region
Local people can learn new skills	Large-scale pollution in lakes and rivers	
Development of local infrastructure		

Advantages of MNC investment.

POSITIVE MULTIPLIER EFFECT

- Direct benefits: Nokia employs 2,000 people in the UK: **Income, tax & business rates.**
- Indirect benefits: Stimulate extra work in other businesses: jobs & expansion.

Disadvantages of MNC investment:

- Very few local skilled workers employed
- Most of the profits go overseas
- Could pull out of the country during recession.
- Insufficient attention to safety and protection of the environment

F.A.R.M. Factfile

- FARM-Africa is a non-governmental organisation (N.G.O.). No government tells them what to do
- Ethiopia is a poor country in East Africa which often suffers from drought.
- Other problems in Ethiopia include: War, Deforestation, Soil Erosion, Refugees, Population Pressure (too many people)
- **SHORT TERM AID** has been given to the people of Ethiopia in times of crisis before, but short term aid only helps people to survive, it does not help them to prepare to cope with future droughts themselves.
- FARM-Africa is involved with **LONG TERM AID**. Long term aid helps people to help themselves in the future so that they will no longer need to rely on short term aid in an emergency. *It helps people to help themselves*
- FARM-Africa has several schemes including setting up water collection points, building village access roads and paths, planting trees in areas of deforestation and the Dairy Goat Project (see below)

The Dairy Goat Project Factfile

- Has been in operation since 1990
- Provides two goats for every woman
- Goats provide:
  - Milk to drink and sell
  - Meat to eat or sell
  - Baby goats to sell
  - Manure to improve kitchen gardens
- Goat-owning families stay healthy
- Goat owning families do not have to buy milk and meat.
- Goats can be sold before a drought to buy grain
- Money earned from selling meat, milk and baby goats can be lent to other family members who need help and to pay off debts.
- Goat-owning women gain in status.

Because the dairy goat project does not need constant supplies of money and is run by the people themselves it is an example of a SUSTAINABLE development project

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Suburbanisation and Counterurbanisation

What is Suburbanisation?

Suburbanisation is the outward growth of towns and cities causing them to engulf surrounding villages and countryside. It has been possible because more and more people have cars or access to public transport like buses, trams and trains.

Why has it happened?

Certain factors have pushed and pulled people and businesses to move out of the inner city towards the outer edge of the city.

Families have moved out from the inner city because:

Push	Pull
Housing in the inner city was old and crowded with less garden space, no drives etc.	New, modern housing with modern facilities
In the inner city there is congestion on the busy roads, pollution in the air and visually from old, boarded-up factories.	More open space
	Better schools and services
Fears for family safety as crime rates are higher	Large, pleasant shopping centres have been built on the edge of cities
There may be few or restricted job opportunities as many old factories have shut down or moved to the suburbs	Safer neighbourhoods
	More job opportunities

Businesses have moved from the inner city to the edge because:

Push	Pull
Old, cramped factories in the inner city	Cheaper and more plentiful land for future expansion
Congestion on the roads and narrow streets makes life difficult for lorries	Brand new buildings with enough car parking, space for computers, new cabling and air-conditioning
High rents for land and services	Skilled workers
Shortages of skilled workers	Access to new roads, airports and rail networks

Developers of houses, factories and offices like an edge of city location because:

Push	Pull
Land in central areas is more expensive	Cheaper land for larger developments
You have to pay the costs of clearing sites and cleaning up chemical or toxic waste left behind by industry	Financial incentives are offered by suburban authorities

What are the effects of Suburbanisation?

1. Urban sprawl – The countryside is being built over, threatening animals and plants. The risk of flooding is increasing as land is concreted over. Farmland is destroyed. Villages are eaten up by towns and cities.
2. Congestion – Suburbanisation causes increased commuting as people live further from work and public transport is often too time consuming to use so people have to use cars. Roads are becoming increasingly congested, journeys are taking longer.
3. Air pollution - Increased car use is causing increases in certain types of pollution e.g. ozone and particulates from exhaust fumes. Increasing numbers of people are suffering from asthma which is attributed to this.

Case Study – Beardwood, Blackburn

Beardwood is a suburban estate in North-West Blackburn. People have moved to Beardwood as the houses are much more modern, with gardens and drives when compared with the terraced houses found in areas like Lower Audley. People have also been able to escape the higher crime rates and social problems associated with inner city areas like this. The schools in the area have better results than those in central Blackburn and the suburb is close to the open countryside of the Ribble Valley and Blackburn Golf Club. However the estates are not to everyones taste as they lack facilities like shops and pubs. Many people commute to work in the industrial estates in southern Blackburn such as the Walker Indusrial Park. The building of the M65 motorway and high levels of car ownership make such journeys possible. Many factories in Blackburn have moved to the Southern edge of town to make use of the motorway link. However levels of congestion on Blackburn's ring road and motorway are increasing. Blackburn is in danger of growing over the countryside of the Ribble Valley and cars are polluting the air more and more.

Attitudes towards Suburbanisation

1. People living in small, old houses in areas like Mill Hill may well be in favour of suburbanisation as they may hope to be able to move into a newer, more modern homes, close to the countryside, where crime is lower and there are better schools.
2. The City Council may well be in favour as people moving into modern suburban homes are likely to be quite well off and therefore pay higher rates of council tax. This means the council have more money to spend on improving local services like libraries, social care and improvements to run down areas.
3. People already living in suburban estates like Lammack may not like further suburbanisation. They may fear that the roads will get busier into Blackburn, the countryside may be lost as it gets built over and there will be a lot of noise during the construction. Also they may worry that local schools will be oversubscribed and it will be more difficult to send their children to the school of their choice.

Counter-urbanisation

What is counter-urbanisation?
Counter-urbanisation is the process where people migrate from major urban areas to more rural settlements (i.e. market towns and villages) because they don't like living in big cities.

Why has it happened?
The growth in the internet and communications technology has allowed this movement as well as the building of motorways and the growth in car ownership.

What is the evidence of Counter-urbanisation?

1. Increased use of a commuter railway station e.g. Whalley train station
2. An increase in house prices in the settlement

3. The construction of executive housing in the settlement
4. An increased number of farm buildings being converted into exclusive housing

Who are the main groups who have counter-urbanised?

1. Retired people who no longer need to travel to work every day
2. Long distance commuters who can afford the high commuting costs and are prepared for long journeys to work to gain the benefits of living in a rural area
3. People working for firms in rural areas
4. People working from home using ICT

What effects is counter-urbanisation having?

Benefits

1. Less skilled workers in the countryside may find it easier to find work as painters and decorators or work in a local petrol station rather than be forced into traditional rural jobs such as farm labouring which has long hours and low pay
2. Landowners and house sellers can sell at higher prices
3. Some rural services e.g. petrol stations, builders and pubs see an increase in demand and profits e.g. Whalley Golf Club
4. Newcomers often improve the environment by conserving historic buildings and renovating unused barns into houses

Problems

1. Increased cost of housing means local people cannot afford to buy homes in the area
2. Some services may be lost – newcomers are more likely to shop in a supermarket in town than use local shops.
3. If too many houses are built in villages then the character of the village can be destroyed and it becomes more like a town
4. Social tension – A farmer in a village may have different priorities from local people. Their idea of rural tranquillity may not tally with the farmers aim of making a living
5. Traffic congestion on rural roads e.g. the A666 near Whalley

Case Study – Whalley near Blackburn

Whalley is an attractive village in the Ribble Valley near Blackburn. Many people have left Blackburn and moved to Whalley because they disliked living in Blackburn. Many people find the suburbs rather soulless as they lack shops and amenities like pubs so people prefer to move to villages like Whalley.

Why is Whalley attractive?

1. The A666 provides a fast route into work in Blackburn
2. The Ribble Valley is an area of very attractive countryside
3. The village has some lovely features such an abbey, old residential property, small shops and pubs
4. Essential services like a doctors, shops and schools can be found there
5. The local schools have a very high standard e.g. Clitheroe Royal grammar School
6. The railway station can take you to Manchester in just 45 minutes
7. The M66 provides a road link for commuters to Manchester.

Attitudes towards counter-urbanisation

1. Owners of some local services like the pub landlord will be happy to see people move into the area as most people moving into the village will be well off and have plenty of money to spend in his business.
2. A farmer may not like the fact that people are moving into the village. He doesn't like the increase in the numbers of people using footpaths across his fields and gets annoyed that people see the countryside as a playground when he is busy trying to make a living from it.

3. Young local people will be annoyed at the rising house prices. They have lived in places like Whalley all their lives and then find they cannot afford a home there.